1.Component	FY 2005 MILITARY CONSTRUCTION PROGRAM	2.Date
NAVY		13 JAN 2004

3. Installation and Location/UIC: N62688	4. Project Title
NAVAL STATION NORFOLK, VIRGINIA	GATE 5 SECURITY IMPROVEMENTS (CT)

5.Program Element	6.Category Code	7. Project Number	8. Project Cost ($000)
0203476N	87210	P611	4,330

9. COST ESTIMATES

Item	UM	Quantity	Unit Cost	Cost($000)
GATE 5 SECURITY IMPROVEMENTS (CT)	LS			1880
GUARD HOUSE (474 SF)	m2	44	6,299.71	(280)
ACTIVE VEHICLE BARRIER	EA	6	88,000.00	(530)
ELEVATED CONTROL LANE ISLAND W/BULLNOSE	EA	4	8,250.00	(30)
GUARD HOUSE CANOPY	m2	446	1,295.00	(580)
PASSIVE VEHICLE BARRIER	LS			(250)
SENTRY BOOTH	LS			(20)
SINGLE FIRING POSITION/SHELTER	EA	1	53,000.00	(50)
VEHICLE INSPECTOR & POV OCCUPANT SHELTER	EA	1	14,000.00	(10)
BUILT-IN EQUIPMENT	LS			(120)
TECHNICAL OPERATING MANUALS	LS			(10)
SUPPORTING FACILITIES				2010
ELECTRICAL UTILITIES	LS			(130)
MECHANICAL UTILITIES	LS			(700)
PAVING AND SITE IMPROVEMENTS	LS			(900)
SITE PREPARATIONS	LS			(210)
DEMOLITION	LS			(70)
SUBTOTAL				3890
CONTINGENCY (5%)				190
TOTAL CONTRACT COST				4080
SIOH (6%)				240
SUBTOTAL				4320
TOTAL REQUEST ROUNDED				4320
TOTAL REQUEST				4330
EQUIPMENT FROM OTHER APPROPRIATIONS (NON ADD)				(89)

10. Description of Proposed Construction

Project will upgrade/relocate Gate 5 located at Naval Station Norfolk. These upgrades/relocation will provide the proper Combating Terrorism (CT) measures required for current security and terrorist threats. Construction will consist of the following: six security gates; cable reinforced ornamental security fencing with concrete anchors; removal of guard house; hardened guard house with head facilities, intrusion detection system (IDS), closed circuit television (CCTV), local area network (LAN), and basewide alarm duress system; pump station to accommodate new guard house head facilities; guard house canopy with security lighting and signage including directional lighting; electronic billboards located both eastbound and westbound; four elevated control lane island with bullnose protection; site lighting; inspection/pull-off lane for privately owned vehicles (POVs); demolish a portion of existing Building #CEP 151 to provide room for the POV inspection area; rejected truck turnaround; permanent passive barriers from gate to active vehicle barriers; six active vehicle barriers located in both inbound and

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outbound lanes; raised traffic median; elevated firing position; provide four inbound lanes and two outbound lanes of traffic from the intersection of First Street to the intersection of Hampton Blvd.; demolish a portion of existing Building #CEP 151 to provide room for a POV inspection area; provide new back entrance for Building #CEP 177 to Main Gate to allow for controlled access to perform inspections of tour buses before they enter the base without blocking the inbound traffic flow; hardened back-up generator; signalization at First Street intersection with manual controls available in guard house; relocate steam line and utilities at First Street intersection; and sidewalks on both the inbound and outbound sides. Gate will be located at installation perimeter to allow the base to be closed.

This project provides CT features and enhancements, including vehicle barriers, guard facilities, lighting, and other related features at one installation perimeter entrance location.

11. Requirement: LS **Adequate:** LS **Substandard:** LS

PROJECT:
Project constructs required CT measures at Gate 5 at NAVSTA.
(Current Mission)

REQUIREMENT:
The gates/guard stations are the installation's first line of defense against terrorist attacks. The major threat at NAVSTA is a vehicle, with an explosive device or some other form of weapon, breaching the base's perimeter security. This vehicle could reach some of the vital piers within minutes. Security barriers are required to stop unauthorized vehicles from entering the station during increased threat conditions.

Naval Station Norfolk is part of the world's largest naval complex and is the primary homeport of the US Atlantic Fleet. The complex includes Naval Station Norfolk, Naval Support Activity CINCLANTFLT, and the Lafayette River Complex. Naval Station Norfolk includes Chambers Field (previously NAS Norfolk), Fleet Industrial Supply Center, Public Works Center Norfolk, Fleet Training Center, and numerous other tenants as a result of Installation Claimant consolidation in 1999. Naval Station Norfolk's mission is to support and improve the personnel and logistics readiness of the US Atlantic Fleet. Naval Station Norfolk will provide seaport, airport, and squadron facilities, quality of life, and personnel management services with focus on the highest quality response to our customer's needs. Our commitment will be to safety, integrity, and continuous improvement.

CURRENT SITUATION:

1.Component NAVY	**FY 2005 MILITARY CONSTRUCTION PROGRAM**	2.Date 13 JAN 2004

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The activities assigned to the Naval Station make it a prime target for terrorist attacks.

Gate 5 is the main truck entrance for NAVSTA with insufficient stacking distance. On a typical day accounting for deployments, approximately 3,021 vehicles use this gate with 155 of those being trucks during morning peak hours. This results in a maximum observed/estimated queue of 750 vehicles with a 36 minute wait, utilizing five i.d. checkers and three lanes (Michael Baker Corporation, Parking and Traffic Study: Naval Region Mid-Atlantic: Hampton Roads Norfolk, Virginia, 29 January 2002.). This gate lacks the proper CT measures to handle this type of traffic flow including a hardened guard house and active and permanent passive barriers. At higher FPCONs NAVSTA uses "Jersey barriers" in a serpentine configuration to slow down incoming traffic, which is limited to one lane. The process of placing these temporary barriers at perimeter gates can hamper security efforts and takes an inordinate amount of time when the FPCON is rapidly increasing.

IMPACT IF NOT PROVIDED:
Gate 5 at NAVSTA will remain an easy target for terrorists to breach perimeter security with a car bomb or other forms of weapons.

12. Supplemental Data:

A. Estimated Design Data:

1. Status:		
(A) Date Design Start		082002
(B) Date Design 35% Complete		012004
(C) Date Design Completed		092004
(D) Percent Completed as of	SEPTEMBER 2003	2%
(E) Percent Completed as of	JANUARY 2004	35%
(F) Type of Design Contract		Design Bid Build
(G) Parametric Estimate used to develop cost		Yes
(H) Energy study/Life cycle analysis performed		Yes
2. Basis:		
(A) Standard or Definitive Design:		No
(B) Where Design Was Most Recently Used:		N/A
3. Total Cost (C) = (A) + (B) = (D) + (E) :		$311
(A) Production of Plans and Specifications		$233
(B) All other Design Costs		$78

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(C) Total	$311
(D) Contract	$195
(E) In-House	$116
4. Contract Award	112004
5. Construction Start	122004
6. Construction Complete	122005

B. Equipment associated with this project which will be provided from other appropriations:

Equipment Nomenclature	Procuring Appropriation	Fiscal Year Appropriated Or Requested	Cost ($000)
Cameras	OPN	2005	18
Digital Recorder	OPN	2005	45
Duress Alarm	OPN	2005	3
MUX and Controller	OPN	2005	18
Monitor	OPN	2005	5

JOINT USE CERTIFICATION:

The Regional Commander certifies that this project has been considered for joint use potential. Unilateral Construction is recommended. This is an installation utility/infrastructure project and does not qualify for joint use at this location, however, all tenants on this installation are benefited by this project.

Activity POC: Mr. Peter Bastinelli Phone No: 757-444-4155 x 3016